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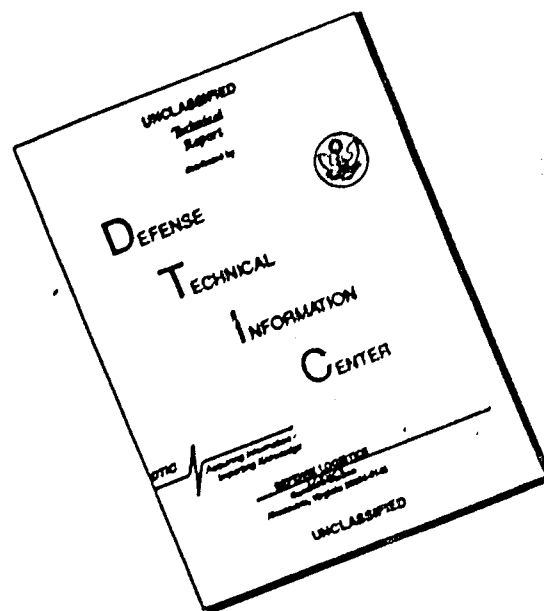
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DEPARTMENT OF THE ARMY  
OFFICE OF THE ADJUTANT GENERAL  
WASHINGTON, D.C. 20310

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AGDA-A (M) (21 Apr 71) FOR OT UT 704226

6 May 1971

SUBJECT: Operational Report - Lessons Learned, Headquarters, 765th  
Transportation Battalion, Period Ending 31 October 1970

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1. The attached report is forwarded for review and evaluation in accordance with para 4b, AR 525-15.
2. The information contained in this report is provided to insure that lessons learned during current operations are used to the benefit of future operations and may be adapted for use in developing training material.
3. Information of actions initiated as a result of your evaluation should be forwarded to the Assistant Chief of Staff for Force Development, ATTN: FOR OT UT within 90 days of receipt of this letter.

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VERNE L. BOWERS  
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AD No. 1  
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DEPARTMENT OF THE ARMY  
HEADQUARTERS, 765TH TRANSPORTATION BATTALION (AM&S) (GS)  
"MUI TEN THANG"  
APO 96291

AVGEV

13 November 1970

SUBJECT: Operational Report-Lessons Learned, 765th Transportation Battalion  
Period Ending 31 October 1970, RCS: CSFOR-65(R2)

Assistant Chief of Staff for Force Development  
Department of the Army  
Washington, D.C. 20310

1. Operations: Significant Activities:

a. Organization and location: Headquarters and Headquarters Company, 765th Transportation Battalion (AM&S) (GS) is organized under MTOE 55-66FPO2, PO0170 UIC WCKG, implemented by USARPAC GO 277, 25 June 1970. The HHC is located at Vung Tau, RVN. Subordinate units of the battalion, with locations, are as follows:

- (1) 56th Transportation Company (ADS), Long Thanh North.
- (2) 317th Maintenance Company (Light Equipment)(Avionics General Support), Vung Tau.
- (3) 330th Transportation Company (GS), Vung Tau
- (4) 388th Transportation Company (ADS), Vung Tau.
- (5) 611th Transportation Company (ADS), Vinh Long.

b. Mission: The primary mission of the headquarters is to provide command, control, staff planning and administrative supervision of the aircraft general support company, three aircraft direct support companies and the avionics general support company. The primary mission of subordinate units are as follows:

(1) Direct Support Units: To provide direct support and backup direct support maintenance for airframes, engines, aircraft systems, avionics, and armament for aircraft of all types located in the Southern half of III Military Region and the entire IV Military Region, RVN. Support is on an area basis and includes US Navy and Free World Forces aircraft. The direct support units also provide recovery and maintenance evacuation of downed aircraft.

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(2) General Support Unit: To provide backup direct support and general support maintenance for all aircraft, components, and armament system supported by the direct support units with the exception of avionics systems.

(3) Avionics General Support Unit: To provide backup direct support and general support avionics maintenance for more than 868 aircraft. In addition to aircraft assigned in RVN, the 317th Maintenance Company (LE) also supports aircraft located in Thailand (JUSMAG) and aircraft operated by Air America and PA&E.

(4) Additional Battalion Missions:

(a) Operation of a primary Theater Army Repair Program (TARP) activity. The battalion control DSU (388th TC) is located at Vung Tau. Reparables are received from units throughout RVN and are moved directly to depot level shops of the USMC Corpus Christi Bay (FAMF) as well as the battalion GS level allied shops. The serviceable output of these shops is processed through the battalion control DSU and returned to the supply system.

(b) The Commanding Officer, 765th Transportation Battalion has been designated Installation Coordinator, Vung Tau Army Airfield and is charged with security of the Vung Tau Port, Pacific Hotel, Class I storage facility, Class III storage facility, as well as the Vung Tau Army Airfield. The Vung Tau Airfield Security Force (1 Officer, 66 Enlisted Men) is attached to HHC, 765th Transportation Battalion to assist in this mission.

c. Changes in Command:

(1) On 3 October 1970, Major Luther Smith assumed command of the 317th MC (LE) from Captain John Williams.

(2) On 3 September 1970, Captain James E. Clay assumed command of the 388th Transportation Company (ADS) from Major Charles Graham.

d. Mission Operations.

(1) All units of the battalion participated in combat support operations and conducted integrated unit and individual training during the entire reporting period.

(2) DSSA's continue to conduct supply seminars for customer technical supply personnel on a monthly schedule. The program has proved valuable for resolving problems, establishing improved working relationships and enhancing customer satisfaction. This program is in addition to the technical assistance program.

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(3) Aircraft General and Direct Support Maintenance: During this reporting period, the aircraft GS and DS units of this battalion provided maintenance support for 1018 aircraft located in the III and IV Military Regions, RVN. This support included all installed and float armament systems, repair of battle and crash damage, repair of direct exchange components and repair of TARP items. The following breakdown represents performance in this area:

(a) Aircraft Maintenance:

	<u>DIRECT SUPPORT MAINTENANCE</u>				<u>MONTHLY</u>	<u>NET CHANGE</u>
	<u>AUG</u>	<u>SEP</u>	<u>OCT</u>	<u>TOTAL</u>	<u>AVERAGE</u>	<u>THIS QTR</u>
Aircraft Received	228	278	266	832	257	+18
Aircraft In-Progress	395	308	531	1234	411	+212
Aircraft Completed	2143	246	220	709	236	+34

	<u>PERFORMANCE</u>					<u>NET CHANGE</u>
<u>TIME TO REPAIR</u>	<u>AUG</u>	<u>SEP</u>	<u>OCT</u>	<u>TOTAL</u>	<u>PERCENT</u>	<u>THIS QTR</u>
0-10 Days	85	60	135	280	58.2	-4.1
11-20 Days	60	20	26	86	17.8	+0.2
21-30 Days	20	21	25	66	13.7	+5.4
31 + Days	10	15	25	50	10.3	-1.5

	<u>GENERAL SUPPORT MAINTENANCE</u>				<u>MONTHLY</u>	<u>NET CHANGE</u>
	<u>AUG</u>	<u>SEP</u>	<u>OCT</u>	<u>TOTAL</u>	<u>AVERAGE</u>	<u>THIS QTR</u>
Aircraft Received	30	61	59	150	50	+15
Aircraft In-Progress	43	67	109	219	73	+28
Aircraft Completed	23	55	43	121	40	+4

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<u>TIME TO REPAIR</u>	<u>PERFORMANCE</u>				<u>PER CENT</u>	<u>NET CHANGE THIS QTR</u>
	<u>AUG</u>	<u>SEP</u>	<u>OCT</u>	<u>TOTAL</u>		
0-20 Days	27	25	26	78	52.0	-28.6
21-40 Days	25	8	16	49	32.7	+25.8
41-50 Days	3	4	4	11	7.3	+3.7
51 + Days	3	3	6	12	8.0	-0.9

(b) Aircraft Components:

<u>RECEIVED</u>	<u>REPAIRED</u>	<u>NRTS</u>	<u>NRTS RATE</u>
382	378	9	2.3%

(c) Aircraft Turbine Engines:

<u>RECEIVED</u>	<u>REPAIRED</u>	<u>NRTS</u>	<u>NRTS RATE</u>
144	121	33	22.9%

(d) Aircraft Armament Subsystems Components:

<u>RECEIVED</u>	<u>REPAIRED</u>	<u>MAINTENANCE MAN-HOURS</u>
1644	1675	10,413

(4) Avionics Components Processed:

	<u>56TH</u>	<u>317TH</u>	<u>611TH</u>
WO Received	6,348	13,715	6,710
WO Completed	5,539	9,355	4,587
WO Evacuated to SAAD & FAME		2,689	

(5) Aircraft Processing: This battalion has an additional mission of off loading and processing aircraft delivered to Vung Tau by surface vessel. This quarter, the only company to process aircraft at Vung Tau was the 388th Trans Co (ADS). One ship discharged two aircraft, one U-8D and one U-8F.



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(6) New Aircraft Issues:

<u>TYPE A/C</u>	<u>NUMBER</u>
U-3D	1
U-8F	1

(7) Aircraft Processed for Retrograde:

<u>TYPE A/C</u>	<u>NUMBER</u>	<u>TYPE A/C</u>	<u>NUMBER</u>
OIL-6A	5	AH-1G	8
UH-1B	8	OV-1	17
UH-1C	12	U-1A	1
UH-1D	10	U-6A	1
UH-1H	43	CH-47	5
		CH-54A	6

(8) The battalion operates a consolidated flight operation for units located at Vung Tau even though none is authorized. As Installation Coordinator Vung Tau, the battalion has the additional burden of providing passenger and administrative airlift support to more than thirty small tenant activities at Vung Tau. Missions such as finance support for PX banking, club custodians, and civilian pay officers has increased the mission load considerably and further justifies the centralized operation.

<u>SUMMARY OF FLIGHT OPERATION</u>		
<u>PAX CARRIED</u>	<u>STONS AIRLIFTED</u>	<u>HOURS FLOWN</u>
4338	418	3153

(9) Technical Supply Operations:

(a) Operation "Streamliner", which places the aviation units, normally a DSSA customer, as a direct customer with the depot has had considerable impact on supply operations. The major impact has been in the reduction of ASL lines and requests received. While the long range goal of "Streamliner" is a reduction of the DSSA work load, during the short range, the actual work load has increased somewhat due to the fringe turn in of units under this system and the return of the ASL items deleted.

(b) The trend of "Streamliner" can be seen in the quarterly statistics for the 611th DSSA:

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	<u>AUG</u>	<u>SEP</u>	<u>OCT</u>
ASL Lines	7170	7198	5913
Lines a zero balance	928	719	473
Total request received	10,313	3,964	4,401
Demand accommodation	83%	81%	76%
Demand satisfaction	88%	90%	92%

(c) The 56th DSSA is not effected by "Streamliner". The 388th DSSA displaced to Phu Loi based on a reorganization which was later cancelled. The DSSA was returned to Vung Tau and closed in its new location on 28 September and became operational on 8 October. The quarterly statistics are as follows:

	<u>56TH</u>	<u>388TH</u>	<u>611TH</u>
ASL	9,268	6,884	6,761
Lines at zero balance	1,830	1,799	707
Total requests	9,385	5,519	6,226
Demand accommodation	79%	63%	80%
Demand satisfaction	77%	47%	90%

(10) Theater Army Repair Program: The bulk tonnage of aircraft component processed by this battalion in support of TARP during this period is as follows:

Total tons received:	45.0
Shipped to CONUS NRTS:	30.0
Shipped to FANF:	1.8
Shipped to 330th (GS)	4.0
Shipped to Saigon:	0

e. New Activities:

(1) Under the Vietnamization program, the battalion began transfer of aircraft to the Vietnamese Air Force (VNAF) during the month of October. The 611th Trans Co (ADS) was assigned as processing DSU and transferred one squadron of

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aircraft (31 UH-1H) to the VMAF. Transfer criteria are the same as for transfer to CONUS, specified in VMAF I&M Plan 1-70 (U). The transfer operation went extremely well primarily due to the personal supervision and coordination effected by the unit commander.

(2) A program has been established by the 317th MC (LE) to receive all excess avionics equipment from supported units to recoup the large quantities of avionics equipment on hand but not required. To date, the program has been successful. The company has received and processed 7480 units during this quarter..

(3) Sixteen students were graduated from the Doppler Navigation Repair Course conducted by the Canadian Marconi field service representatives located at the 317th MC (LE).

(4) The AH-1G "Cobra" modification program was initiated on 14 September 1970 in the 330th Transportation Company (LGS). This program is designed to modify all AH-1G aircraft in country (approximately 294) requiring the following MWO's:

<u>MWO NUMBER</u>	<u>DESCRIPTION</u>	<u>MANHOURS REQUIRED</u>
55-1520-221-30/21	Environmental Control Unit	100
55-1520-221-30/19	Attitude Indicator	90
55-1520-221-40/3	Tail Rotor Reversal	190

The program initially will process aircraft requiring all three MWO's followed by those requiring only two, then one. Each aircraft coming in for this program is given a 100% technical inspection and all safety of flight items are repaired before release to the owning units. The turn around time for the aircraft has been approximately seven days with five days actually involved with MWO work.

2. Lessons Learned: Commanders Observations, Evaluations, and Recommendations:

a. Personnel:

(1) Critical Officer Shortage.

(a) Observation: The 317th Maintenance Company (LE) is **critically short** of officers.

(b) Evaluation: The unit is authorized four commissioned and four warrant officers. The actual assigned strength is two officers, two warrants and one warrant officer attached.

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(c) Recommendation: If a critical shortage of qualified avionics maintenance officers exists, officers with aviation maintenance background be assigned to fill the shortage.

(2) TACAN Repairman Shortage.

(a) Observation: School trained TACAN repairman are unavailable to the unit which maintains the AN/ARN-52.

(b) Evaluation: The Avionics Platoon, 56th Trans Co (ADS) is the only TACAN repair facility in III and IV Military Regions, RVN. The present repairman has had some OJT, but is not school trained.

(c) Recommendation: That a school trained TACAN repairman be assigned to the battalion.

b. Intelligence: None

c. Operations:

(1) Receiver Transmitter AN/ARC 114.

(a) Observation: Inadequate information is available in technical manuals for the repairman to order repair parts and components for this transmitter.

(b) Evaluation: All components for the AN/ARC 114 are not listed in TM 11-5821-259-35, dated 17 December 1968 by FSN or MPN.

(c) Recommendations: TM 11-5821-259-35 be changed to reflect FSN and MPN for all components.

(2) Receiver Transmitter AN/TPN-18.

(a) Observation: FOD has caused component damage to this system.

(b) Evaluation: There were three cases of FOD component damage during this quarter caused by a bird strike, grass, and a small piece of packing material.

(c) Recommendations: A careful inspection of radar sets be made initially and periodically to insure FOD is minimized.

(3) AN/ARN-89 Direction Finder.

(a) Observation: Organizations have found that direction finding equipment operates 180° out of phase on return from support maintenance.

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(b) Evaluation: It has been determined that units have been sending the C-7392 control head and R-1496 receiver in for repair but not the AS-2108 antenna which in fact was defective.

(c) Recommendations: That additions be made to TM 11-5826-227-20 listing this symptom for this type of failure to assist in correct diagnosis.

(4) KA-30 Lens Cone.

(a) Observation: Lens cones returned from the Sacramento Army Depot are inoperable.

(b) Evaluation: EIR's have been submitted.

(c) Recommendations: None at this time.

(5) PU-542, 543, 544, 545.

(a) Observation: Operational units have been receiving inoperable motor generators from COMUS overhaul.

(b) Evaluation: It appears quality control at Sacramento Army Depot is not adequate.

(c) Sacramento Army Depot should be notified of this trend.

(6) AH-1G Modification Program.

(a) Observation: The condition of aircraft received for the MWO program is marginal.

(b) Evaluation: The AH-1G's received have averaged 50 discrepancies, a majority of which are organizational level repairs. An average of three red X conditions exist per aircraft. The most common major discrepancies are hangar bearings losing grease, split cones improperly spaced, and door joltison handles inoperations. Common minor discrepancies are chaffing of lines, tubes, and wires, improper safeties, and generally dirty aircraft. Dirt, in some cases, interferes with the functioning of vital components. It is apparent that the crew chiefs who accompany these aircraft often lack even the most fundamental knowledge of maintenance.

(c) Recommendations: Commanders of units sending aircraft to the MWO program should give the aircraft a 100% technical inspection and correct the discrepancies before the ship is sent to this unit to minimize turnaround time to the owning organization. Additionally, on-the-job training programs for Cobra crew chiefs should be emphasized and monitored more closely to enhance the organizational level maintenance of these aircraft.



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(7) Aircraft Rigging and Recovery:

(a) Observation: There is considerable delay in the transportation of retrograde aircraft from the DSU to the acceptance point for CONUS shipment.

(b) Evaluation: The delayed shipment of retrograde aircraft, poses a problem at the direct support level, in that the aircraft cannot be properly secured, allowing cannibalization to go unchecked.

(c) Recommendation: Recommend that a larger retrograde section be authorized at the direct support level.

(8) Streamliner DSSA:

(a) Observation: With the current command emphasis on proper disposition of excess material to be retrograded, new priorities must be established as to the mission of the DSU Tech Supply. Presently the 611th DSSA is responsible for serviceable excess and unserviceable non-high-critical turn-in for fifteen aviation companies. The Streamliner criteria for stocking ASL items has also created an abundance of excess that should be expeditiously and properly retrograded. Many items that are received from AMTC are in cardboard boxes, but before they can be retrograded from the DSSA, they must be in wooden boxes.

(b) Evaluation: The mission of this DSSA should be reevaluated to be able to support the new retrograde requirements. At this time it does not have sufficiently trained personnel to handle the packing, crating and documentation requirements. Tools such as power saws and common carpenter tools are also needed to meet this commitment. It is extremely difficult to obtain packing and crating materials, such as lumber, from normal supply channels.

(c) Recommendation: The DSSA be augmented by trained personnel, to include indigenous carpenters, to assist in meeting the packing and crating requirement. Lumber and packing materials must be made available so that the DSSA can accomplish its mission.

(9) Engine Adjustments:

(a) Observation: Aircraft are being delivered to the processing DSU for the VNAF transfer with improper adjustments to the fuel control overspeed governor and flight idle solenoid.

(b) Evaluation: All three of the adjustments are explained in detail in TM 55-1520-210-20 and should be completed after initial engine installation by the installing unit. Failure of these units to comply with normal engine installation adjustments is a potential hazard to engine and the personnel involved in aircraft operations.

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(c) Recommendation: Greater emphasis be placed on initial engine adjustments at the installing units.

(10) XM-23 Systems:

(a) Observation: It has been noted at the DSU level that some units are making unauthorized repairs to M60-D model receivers. Of primary concern is the brazing of loose receivers thus curtailing the life of the receiver. Once it is brazed, it can no longer be repaired by welding.

(b) Evaluation: Organizational units performing unauthorized DS and GS maintenance are causing a drain on the supply system through unnecessary loss of repairable equipment.

(c) Recommendation: Command action be taken to instruct unit commanders and supply officers of the need for better control of unauthorized maintenance at the organizational level.

d. Organization: Guard Commitment.

(1) Observation: Since becoming Installation Coordinator at Vung Tau, the 765th Transportation Battalion has received additional security responsibilities for the Class I and Class III storage facilities and the Vung Tau Port/Delong Pier complex operated by Saigon Support Command, as well as the Pacific Hotel and the hospital area, until turned over to ARVN. The drawdown of tenant units either completely or to small two to seven man detachments has increased the guard burden on the companies of the battalion located at Vung Tau. The Vung Tau Airfield Security Force is attached but must be augmented by a consolidated roster guard to meet the security requirements.

(2) Evaluation: The present guard commitment is adversely affecting the military aircraft maintenance capability of the units located at Vung Tau. The lost time due to maintenance crew members on guard has created turbulence in scheduling and an excessive buildup of man hour backlogs. The guard commitment has been between 22 to 30 men per night per company with some personnel on 24 hour posts.

(3) Recommendation: The guard commitment and procedures have been reevaluated and have been minimized consistent with the security requirement. However, the battalion requires an augmentation of 35 guards to the present security force to relieve the maintenance personnel of the companies to perform this primary mission of aircraft maintenance.

e. Training:

(1) MOS technical training.

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(a) Observation: It appears that the new POI for MCS 35M (Navigation Equipment Repairman) no longer includes training on TMCAN.

(b) Evaluation: It is recognized that the US Army operates very few AN/ARN-52 TMCAN radios. However, the aircraft which do utilize this system are relatively high priority aircraft due to mission assignment.

(c) Recommendation: That this training be reestablished or that interservice maintenance be provided by trained US Air Force personnel.

f. Logistics:

(1) Damaged and Contaminated Honeycomb Panel (OH-58A).

(a) Observation: An excessive number of OH-58A aircraft have required replacement of honeycomb panels. Damage is a result of improper stowage of the passenger seat bolt.

(b) Evaluation: Normally, these aircraft must be retrograded to CONUS for repair. However, the AVSCOM engineer has developed a technique so that the repair can be made at field maintenance level.

(c) Recommendation: To preclude continual repairs of this type, a striker plate should be developed which will withstand the seat bolt blows and that a retracting device similar to automobile seat belts be designed for this aircraft.

(2) Due-Out reconciliation with supported units.

(a) Observation: Bi-weekly reconciliations of supported unit requisitions is conducted by the battalion DSSAs.

(b) Evaluation: The status cards are sent to the units annotated AN2 with complete instructions on reconciliation in the DSSA external SOP. Units repeatedly either return the reconciliations late or not at all.

(c) Recommendation: That command emphasis be placed in the importance of supply reconciliation.

g. Communications: None

h. Material: None.

i. Other: None

*Allison L. Nicholson*  
ALLISON L. NICHOLSON  
LTC, TC  
Commanding

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AVGF-B (28 Nov 70) 1st Ind CPT Barefoot/mai/923-4325  
SUBJECT: Operational Report-Lessons Learned, 765th Transportation  
Battalion Period Ending 31 October 1970, RCS: CSFOR-65(R2)

DA, HEADQUARTERS, 34TH GENERAL SUPPORT GROUP (AMAS), APO 96309 17 DEC 1970

TO: Commanding General, United States Army Vietnam, ATTN: AWHDO-DO,  
APO 96375

This headquarters has reviewed the 765th Transportation Battalions OKLL Report and concurs with exception of the following: Comment. Ref par 2c(6) AH-1G Modification Program. On 25 Nov 70 the 34th Gen Spt Gp sent a message to all major USARV Commands advising them of the general condition of aircraft received for the modification program and the most common discrepancies.

FOR THE COMMANDER:



M. F. McALLISTER  
MAJ, AGC  
Adjutant

AVHDO-DO (13 Nov 70) 2nd Ind  
SUBJECT: Operational Report-Lessons Learned, 765th Transportation  
Battalion Period Ending 31 October 1970, RCS: CSFOR-65(R2)

Headquarters, United States Army Vietnam, APO San Francisco 96375 9 FEB 1971

TO: Commander in Chief, United States Army Pacific, ATTN: GPOP-DT,  
APO 96558

1. This Headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 October 1970 from Headquarters, 765th Transportation Battalion and comments of indorsing headquarters.

2. Comments follow:

a. Reference item concerning "Critical Officer Shortage," page 7, paragraph 2a(1). This Headquarters assigns officer replacements to USARV subordinate commands to include the 34th General Support Group which, in turn, assigns replacements to the 765th Transportation Battalion. Based on projected input in January 1971, the 34th General Support Group will be at 100 percent strength in the applicable MOS's, 286A, Communication Electronics Repair Technician and 4823, Aircraft Maintenance Officer. Commanding Officer, 34th General Support Group may allocate personnel resources at his discretion. No action by USARPAC or DA is recommended. Unit has been so advised.

b. Reference item concerning "TACAN Repairman Shortage," page 8, paragraph 2a(2). This Headquarters assigns enlisted replacements to all USARV major subordinate commands. For assignment purposes, the 765th Transportation Battalion receives replacements from 34th General Support Group. Commanders at any level may allocate resources to best perform their mission. At the present time, 34th General Support Group has 73.1 percent of authorized in MOSC 35M. The USARV average is 67.5 percent. No action by USARPAC is recommended. Action by DA is required to insure timely fill of MOSC requisitions. Unit has been so advised.

c. Reference item concerning "Aircraft Rigging and Recovery," page 10, paragraph 2c(7). The present personnel/equipment authorized in DSU's permits the normal number of retrograde aircraft to be processed. When this capability is exceeded, assistance may be provided by the next higher headquarters. The 166th Trans Det is a provisional unit of the 34th GS Group and provides back-up services for processing retrograde aircraft. Additionally, when retrograde processing is completed the DSU's must use all available means of transportation to move aircraft to the acceptance point for CONUS shipment. Unit has been so advised.

AVHDO-DO (13 Nov 70) 2nd Ind


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Battalion Period Ending 31 October 1970, RCS: CSFOR-65(R2)

d. Reference item concerning "Streamliner DSSA," page 10, paragraph 2c(8). Augmentation must be postponed until final evaluation of STREAM-LINER is submitted. If final evaluation reveals a need for augmentation appropriate action will be initiated. No action by USARPAC or DA is recommended. Unit has been so advised.

e. Reference item concerning "XM-23 Systems," page 11, paragraph 2c(10) Subject has been discussed with DSU and major subordinate commands' armament officers at the 34th GS Group monthly armament conferences. Additionally, follow-up information will be published in the 34th GS Group "Newsletter". No action by USARPAC or DA is recommended. Unit has been so advised.

FOR THE COMMANDER:

Cy furn:  
34th GS Gp  
765th Trans Bn

  
Clark W. Stevens Jr.  
Captain AGC  
Assistant Adjutant General

GPOP-DT (13 Nov 70) 3d Ind  
SUBJECT: Operational Report of HQ, 765th Transportation Battalion (AM&S)(GS)  
for Period Ending 31 October 1970, RCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 1 MAR 1971

TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D. C. 20310

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:

*L.M. Ozaki 167 Ate*  
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Asst AG

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